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HONGKONG, WEDNESDAY, AUGUST 5TH, 1925 三拜禮

號五月八年四十國民華中

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TIME-TABLE.

WEEK DAYS

STATIONS	Dep.	A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	P.M.
Kowloon	Dep.	6.40	9.15	10.30	12.00	1.15	4.35	5.39	7.10
Yau Ma Tei	Dep.	6.50	9.24	10.39	12.09	1.24	4.44	5.38	7.19
Shatin	Dep.	7.05	9.38	10.53	12.23	1.38	4.58	5.51	7.31
Tai Po	Dep.	7.16	9.49	11.04	12.34	1.49	5.09	6.04	7.44
Tai Po Market	Dep.	7.21	9.53	11.08	12.38	1.53	5.13	6.08	7.48
Fanning	Dep.	7.32	10.05	11.20	12.48	2.03	5.24	6.19	7.59
Shanghaui	Dep.	7.38	10.07	11.22	12.52	2.07	5.28	6.23	8.03
Shumchun	Dep.	7.42	10.13	11.28	12.58	2.13	5.34	6.29	8.08
Shumchun	Dep.	7.51	10.24	11.39	13.09	2.24	5.45	6.40	8.19
Shanghaui	Dep.	7.58	10.31	11.46	13.16	2.31	5.52	6.47	8.26
Fanning	Dep.	8.05	10.38	11.53	13.23	2.38	5.59	6.54	8.33
Tai Po Market	Dep.	8.11	10.44	12.00	13.29	2.44	6.05	7.00	8.39
Tai Po	Dep.	8.16	10.49	12.05	13.34	2.49	6.10	7.05	8.44
Shatin	Dep.	8.21	10.54	12.10	13.39	2.54	6.15	7.10	8.49
Yau Ma Tei	Dep.	8.26	10.59	12.15	13.44	2.59	6.20	7.15	8.54
Kowloon	Dep.	8.30	11.03	12.18	13.48	3.03	6.24	7.19	8.58

SUNDAYS AND PUBLIC HOLIDAYS

STATIONS	Dep.	A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	P.M.
Kowloon	Dep.	6.40	9.15	10.30	12.00	1.15	4.35	5.39	7.10
Yau Ma Tei	Dep.	6.50	9.24	10.39	12.09	1.24	4.44	5.38	7.19
Shatin	Dep.	7.05	9.38	10.53	12.23	1.38	4.58	5.51	7.31
Tai Po	Dep.	7.16	9.49	11.04	12.34	1.49	5.09	6.04	7.44
Tai Po Market	Dep.	7.21	9.53	11.08	12.38	1.53	5.13	6.08	7.48
Fanning	Dep.	7.32	10.05	11.20	12.48	2.03	5.24	6.19	7.59
Shanghaui	Dep.	7.38	10.07	11.22	12.52	2.07	5.28	6.23	8.03
Shumchun	Dep.	7.42	10.13	11.28	12.58	2.13	5.34	6.29	8.08
Shumchun	Dep.	7.51	10.24	11.39	13.09	2.24	5.45	6.40	8.19
Shanghaui	Dep.	7.58	10.31	11.46	13.16	2.31	5.52	6.47	8.26
Fanning	Dep.	8.05	10.38	11.53	13.23	2.38	5.59	6.54	8.33
Tai Po Market	Dep.	8.11	10.44	12.00	13.29	2.44	6.05	7.00	8.39
Tai Po	Dep.	8.16	10.49	12.05	13.34	2.49	6.10	7.05	8.44
Shatin	Dep.	8.21	10.54	12.10	13.39	2.54	6.15	7.10	8.49
Yau Ma Tei	Dep.	8.26	10.59	12.15	13.44	2.59	6.20	7.15	8.54
Kowloon	Dep.	8.30	11.03	12.18	13.48	3.03	6.24	7.19	8.58

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STATIONS	Dep.	A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	P.M.
Fanning	Dep.	7.45	11.30	12.00	1.30	2.30	5.30	6.30	7.30
Shatankok	Dep.	8.40	12.25	1.15	2.45	3.45	6.45	7.45	8.45

STATIONS	Dep.	A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	P.M.
Fanning	Dep.	7.45	11.30	12.00	1.30	2.30	5.30	6.30	7.30
Shatankok	Dep.	8.40	12.25	1.15	2.45	3.45	6.45	7.45	8.45

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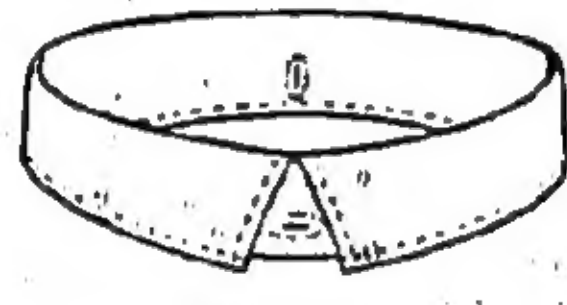


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KUOMINTANG'S WANING POWER.

EXODUS TO PEKING TO APPEAL FOR HELP FROM
NORTHERN LEADERS.

RUSSIAN AGENTS' REPORTED DEPARTURE.

Illuminating information is to hand from Shanghai, which would appear to have a strong bearing on events nearer Hongkong. As the *Daily Press* has foreshadowed on several occasions, the Cantonese Bolshevik extremists are apparently losing ground in the face of a returning sanity of outlook in the general populace, and realizing at last that their way cannot endure much longer, have felt themselves constrained to depart from their ten-year-old policy of independence, and seek assistance from the North. The *North-China Daily News*, in its issue of July 30th, contains a configuration of these facts, together with some apt commentaries as under:—

Members of the Kuomintang, red, white and pink, have been arriving in Shanghai during the past two days as a result of the exodus from Canton of Red Kuomintang leaders and their foreign advisers. All are en route to Peking where, after a decade of refusal to recognize the Peking Government, Canton will request Marshal Tuan Chi Jui and the Waichianpu to support them against a foreign nation. The Kuomintang Government in Canton has at last reached the depth of its impotence, due largely to the passive resistance of the farmer and merchant of Canton, who simply will not turn Bolshevik at the Red Kuomintang's behest.

BORODIN REPORTED GONE.

Comrade Borodin, political advisor to the Red Kuomintang, and General Gallen (name anglicized from the Chinese pronunciation), its military advisor, are reported to have left Canton and to be on their way to Peking.

This is big news if true and we state it under reserve: but it reaches us from a good source. In Peking, we are told, they will become drill masters in the First Kuomintang Army, the North-western Defence Force, that is, in simpler language, that they have deserted the Red Kuomintang to join Feng Yu Hsiang. According to the reports in Canton, the Bolsheviks are "fed up." They have spent their money. They have given their time. They have sought to create in Canton a nucleus for their activities in China. They have sought to turn Cantonese into "cells," which like cancerous cells, do their deadly work unnoticed for a time. They have failed. The farmers of Canton want peace and a chance to grow silk. They are not interested in world revolution nor even in turning China into a Soviet state. They want to be let alone. It took the Russians some time to learn that, but the complete failure of the Hongkong strike and the unfavourable reaction to their propaganda in Canton, has told upon them and they are reported to have quit.

SOVIET'S WORLD AIMS.

EASILY WORKABLE ELEMENTS
FOUND IN CHINA.

Sir Robert Horne, M.P., delivered an address at the opening of the East Lothian Unionist Association garden fete held on June 27th at Gosford Grounds, Haddingtonshire. Referring to the uprisings in Shanghai, Sir Robert said they were due to the persistent and assiduous efforts made by the Soviet Government of Russia against stable government in every part of the world. They recognised that the chief opponent and the greatest obstruction to the theory of Communist government was Great Britain. If they could get rid of the influence of Great Britain in the world they would have done more than by any other effort to establish their hateful, disastrous theories throughout the whole world.

"They have been striving now," continued Sir Robert, "for the last four years, in the teeth of very solemn obligations under a Treaty which I made with them myself, to upset our Government in India and to set the whole of the East aflame. Hitherto, happily, they have entirely failed, but in China they have found elements which are more easy to work upon, and to-day you find the Ministers of this great Soviet Republic of Russia boasting of the attack which they are making against our interests in China, and asserting that the disturbances that we have already seen are only a poor rehearsal of the massacres which they hope to see in the future. It is for us to see that the defence of our citizens there is made secure. We can thank God to-day that we have a Government in power with a proper appreciation of the situation, and we can thank Heaven, too, for our knowledge that whatever happens no prejudice in favour of this disastrous system which has destroyed Russia will prevent the Government from taking all the adequate means in their power for the safety of our British fellow subjects." (Loud cheers.)

The greatest hope of this country for the future, said Sir Robert, was in the great Dominions and possessions which we enjoyed in other parts of the world.

General Gallen (if that is his name) is reported to have delivered an address to the Hongkong striking workers who were in Canton, in the course of which he raised both his hands. Pointing to the small finger of one hand, he said that that was what Russia could do for China. Pointing to the other nine fingers, he said that that much the Chinese would have to do for themselves. As a military man he advised against a war with Great Britain at this time. The workers regard his remarks as a betrayal. They had come from Hongkong expecting that Soviet Russia had, made full arrangements for the seizure of the Shamen and they were disappointed that the Russians, like other foreigners, expected them to do something for themselves. General Gallen was not a popular man after that speech.

DIAMOND CUT DIAMOND.

Politically, Canton, is in the hands of a triumvirate which rules with an iron fist. The triumvirate consists of Wang Ching Wei, Hu Han Min and Liao Chung Kai as the head of it. Liao Chung Kai is the extremist who believes in a Reign of Terror as a political weapon and he uses terroristic methods to prevent the people from driving him out of the city. Opposed to him are the commanders of all the troops, except those of the Red Army. The other generals are using terroristic methods to destroy the Reds when they get a chance at them. The result is that hundreds have been killed and imprisoned. The more conservative followers of Dr. Sun Yat Sen as well as the leaders of the indigenous Cantonese population are working together to bring an end to the Red regime, which has now only Fung Yu Hsiang and Tuan Chi Jui to fall back on for support. Therefore the latest paradox in Chinese politics, namely, the independent Canton Government going to Peking for support. Of the arrangement made between Peking and Canton, reports will probably reach Shanghai within a fortnight.

CHEN CHUNG MING'S CHANCE.

Meanwhile General Chen Chung Ming remains in Shanghai in retirement, seeing no one and resting quietly. The three districts about Swatow, however, have been handed to his lieutenant, General Lin Fu and his power is re-establishing itself in the Hakka area of Canton. The fact that these districts have come under his influence without a war is regarded as a clear indication of the change of attitude among the non-red military men in Canton.

HONGKONG'S LEAD.

AMOI FOLLOWS THIS COLONY'S
EXAMPLE.

When the public meeting was held in the Theatre Royal, and resolutions regarding the unrest in China unanimously passed for transmission to the Home Government, the *Daily Press* expressed the hope and belief that the Colony's example would be followed by the Coast Ports.

It was pointed out that if any impression was to be made on public opinion in Great Britain one public meeting and one series of resolutions, although a step in the right direction, would not be sufficient. The whole of the British residents in the Far East must speak with one voice if they are to be heard. It is the only method of making appreciable headway against the propaganda which the "unions" both here and at Home are disseminating.

Amoy, we are glad to notice, has taken action as the following telegram, received by the Hon. Mr. P. H. Holyoak, yesterday morning, will show:

"Holyoak—Hongkong:—British residents, Amoy, wish to express their strong approval and endorsement of your telegram recently despatched to London. They would add that the local anti-British boycott, which is causing incalculable loss to British interests is not supported by Chinese merchants generally, and the threatened strike is being forced on unwilling employees by direct threats of violence. State of terrorism which is distinctly traceable to Canton Bolshevik agencies, exists in the Chinese city and they consider prompt action is necessary to prevent situation in coast ports becoming hopelessly out of hand. They request you kindly to wire this endorsement and statement of facts to same quarters in London at our expense.—HINXON, Secretary, British Chamber of Commerce."

This telegram, Mr. Holyoak informs us has been already transmitted to H.M.'s Government at Home.

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SUGGESTIONS FOR HONGKONG
SCHOOLS.

[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

SIR,—Re the Schools in Hongkong. First of all let me say that I think the students in the Hongkong Schools had very little to do with and very little influence in the Strike and that any students who caused trouble should be treated as children and punished accordingly. Secondly, the fees at all Government Schools should be carefully revised.

The trouble began in the Government School, Queen's College, where the fees are much too low and are the same as they were in 1910, viz., \$20 per annum for a Day Boy.

Several other schools in the Colony, Church and Mission Schools and Private Schools have much higher fees and have raised their fees in recent years; for example the fees at some schools are \$180 or more per annum for a Day Boy. I do not advocate that all fees should be the same, but it is worthy of note that to educate a boy in a Grant-in-Aid School costs the Government, on the average, about one quarter the cost in a Government School like Queen's College for the same type of education.

I beg to suggest that the Government should:

(1) Fine \$10 all boys who were absent from Queen's College on June 18th, and refuse them admittance to other schools in the Colony.

(2) In future charge an entrance fee of \$10 for all new boys at Queen's College.

(3) Double or increase the fees at all Government Schools.

(4) Forbid all other schools in the Colony, Grant-in-Aid and Private, to admit boys who leave Queen's College without meeting the conditions laid down.

(5) Have a more strict inspection of all schools teaching up to matriculation standard and which are not controlled by and/or staffed with at least one European teacher.

(6) Keep in touch more closely, through English Inspectors, with the vernacular schools.

(7) Give the Heads of Schools regular opportunities of discussing educational matters with the Education Department and have several Heads of Schools on the Board of Education.—Yours, etc., A.Z.

H.M.A.S. "BRISBANE."

[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

SIR,—The recent report in the Press about the solicitude of the Australian Labour Party over the employment of H.M.A.S. *Brisbane* in China are misleading. They give one the impression that the *Brisbane* has left Hongkong for Mediterranean waters as the result of the discussion in the Australian Federal Parliament.

That is not so. The *Brisbane* joined the China Fleet early in May in accordance with arrangements made earlier, to serve as an exchange ship in place of one of the British ships doing duty with the Australian Fleet. And, also in accordance with the previous arrangement, she has left Hongkong, not for the Mediterranean, but for Australia. Her future movements will not be influenced by the present state of China.—Yours truly,

ONE WHO KNOWS.

STOCK EXCHANGE
SETTLEMENTS.

TWENTY-SIX WRITS ISSUED.

No one can state definitely at the present time what will be the result of the June and July settlements of the Stock Exchange, for a good many transactions have yet to be completed.

It seems probable that legal proceedings will be taken in a number of instances. So far twenty-six writs have been issued, but, of course, some of these may be withdrawn, or interested parties may agree to abide by the decision in a "test" case.

The majority of writs have been issued by share-brokers against their clients, but there are cases also of clients proceeding against share-brokers. There is only one case of proceedings being taken over a dishonoured cheque.

No date has yet been fixed for hearing any of the cases.

NEW ADVERTISEMENTS

NOTICE.

THE WEEKLY WHIST DRIVEN at the Police Recreation Club will commence on **THURSDAY, 5th AUGUST.**
Play to Commence at 8.45 P.M. Sharp.

NOTICE OF SALE.

21 PACKAGES AEROPLANE, AEROPLANE PARTS AND MACHINERY
"PRESIDENT LINCOLN"
April 9th, 1925

"ABBOTT"

To Whom It May Concern:

The above Shipment will be Sold by PUBLIC AUCTION

ON OR ABOUT

WEDNESDAY, AUGUST 12th, 1925.
For Account of FREIGHT AND STORAGE CHARGES unless CONSIGNEES immediately Pay Freight, Storage Charges, and All Other Expenses which may be accrued.
PACIFIC MAIL STEAMSHIP CO.
Queen's Building.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO AND LOS ANGELES VIA PORTS.

THE Steamship "WEST SEQUANA" having arrived from the above-mentioned ports, August 4th, 1925. Consignees are hereby notified that their Cargo is being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports Office, Hongkong, before Bills of Lading will be countersigned or Delivery Orders issued.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined at 10 A.M. on 10th August, 1925, by Messrs. ANDERSON & ASSOC., Marine Surveyors.

All Claims must be presented within ten days of the Steamer's arrival here, after which they cannot be recognized.

No Claim will be recognized after the Goods have left the Godowns and Cargo undamaged, at 11th August, 1925, will be subject to Rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading in exchange for Delivery Orders immediately.

AMERICAN FAR EAST LINE, STRUTHERS & BARRY,
Managing Operators.
Hongkong, 4th August, 1925.

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel "GLENOGLE" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 11th August, 1925, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 10th August, 1925, at 10 A.M. Claims against the Steamer including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by **JARDINE, MATHESON & Co., Ltd.**
Agents.
Hongkong, 4th August, 1925.

HONGKONG TRAMWAYS, LTD.
NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of Fifty Cents per share has been declared and will be Payable On and After **WEDNESDAY, 26th AUGUST, 1925**, when Dividend Warrants may be obtained upon Application at the Offices of the Company.

The REGISTER OF MEMBERS of the Company will be CLOSED from **THURSDAY, 13th AUGUST** to **WEDNESDAY, 26th AUGUST, 1925**, both days inclusive.

By Order of the Board,
W. F. SIMMONS,
Secretary.
Hongkong, 29th July, 1925.

THE HONGKONG ELECTRIC CO., LIMITED.
As practically all the Chinese Employees have Absented themselves from Work and the Remainder of the Staff is required for the maintenance of the Electric Supply, the Company asks Consumers to Call at the HEAD OFFICE, P. & O. BUILDING (3rd Floor), and Pay their Accounts which are now ready.

GIBB, LIVINGSTON & CO., LTD.
Agents.
Hongkong, 13th July, 1925.

"GLEN" LINE, LIMITED.

S.S. "PEMBROKESHIRE"

CONSIGNEES OF CARGO for **HONGKONG** or **S.S. "PEMBROKESHIRE"** are hereby notified that their Cargo which was landed at SHANGHAI, is now being shipped to **HONGKONG** per m.v. "GLENOGLE" which Vessel is due here about the 5th AUGUST.
JARDINE, MATHESON & CO., LTD.
Hongkong, 29th July, 1925.

INTIMATIONS

THE HONGKONG AND SHANGHAI HOTELS, LIMITED.

WITH reference to the Offer of New Shares dated the 15th May, 1925 (made to Existing Shareholders of the Company) by the terms of which the sum of \$7.50 per share was to be paid on the 30th June, 1925, and the sum of \$5 on the 30th September, 1925, the Directors have decided (in view of the present condition of affairs) to extend these Dates.

The Date for Payment of the First Instalment of \$7.50 per share is accordingly extended until the 30th SEPTEMBER, 1925, and the Date for Payment of the Second Instalment until the 31st DECEMBER, 1925.

As regard shareholders who take advantage for those extended times the New Shares allotted to them will rank for Dividend as from the 1st October, 1925, in respect of half the nominal value thereof and as from the 1st January, 1926, in respect of the full nominal value thereof.

Any Shareholder who makes payment prior to the due date will be allowed interest at 7 per cent. per annum on the amount paid by him from the date of payment until the due date.

This Notice will not affect those Shareholders who make payment on the original dates, i.e., as regards the First Instalment on the 30th June and as regards the Second Instalment on the 30th September. The Shares to be allotted to them will in accordance with the original terms of the offer rank for Dividend on One-half the nominal value as from the 1st July, 1925, and on the Full nominal value as from the 1st October, 1925.

By Order of the Board,
J. H. TAGGART,
Managing Director.

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

WITH reference to the Offer of New Shares dated the 10th June, 1925 (made to Existing Shareholders of the Company) by the terms of which the sum of \$30 per share was to be paid on or before the 15th July, 1925, and the sum of \$30 per share on or before the 15th October, 1925, the Directors have decided that as regards those Shareholders (having a registered Address in the Far East) who do not feel themselves (owing to present circumstances) in a position to accept the Company's Offer on or before the 15th July, 1925, a further opportunity shall be given to them to take up the New Shares.

Such Shareholders may accordingly take up the New Shares on or before the 15th day of SEPTEMBER, 1925, and may pay the First Instalment of \$30 per New Share on or before that Date. They will, however, be required to pay Interest at 6% per annum on the amount of such First Instalment from the 15th day of JULY, 1925, until the Date of Payment.

The Second Instalment of \$30 per share will be Payable Not Later Than the 15th DECEMBER, 1925, and Interest upon it will be Payable from the 15th OCTOBER, 1925, at the rate of 6% per annum until the Date of Payment.

This Notice will not affect those Shareholders who accept or have accepted the Original Offer and who make payment on the Dates originally fixed, i.e., as regards the First Instalment on or before the 15th July, 1925, and as regards the Second Instalment on or before the 15th October, 1925.

By Order of the Board,
R. M. DYER,
Chief Manager.

PRINCE LINE FAR EAST SERVICE.
NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship "SLAVIC PRINCE" having arrived from the above Port on 29th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, 5th August, at 10 A.M. Claims against the Steamer including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by **FURNESS (FAR EAST), LTD.,**
2nd Floor, King's Building,
Connaught Road, Hongkong.
Telephone No. 3165.
Hongkong, 29th July, 1925.

P. & O. BANKING CORPORATION, LIMITED.
(INCORPORATED IN ENGLAND, 1920)
with which is affiliated

THE ALLAHABAD BANK, LTD., INDIA.

AUTHORIZED CAPITAL ... \$5,000,000
SUBSCRIBED AND PAID UP ... \$2,500,000
RESERVE FUND ... \$1,250,000

HEAD OFFICE:
122, Leadenhall Street, London, E.C. 3.

WEST LONDON BRANCH:
14-16, Cockspur Street, London, S.W. 1.

EASTERN BRANCHES:
Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong, Canton and Shanghai.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal Cities of the World.

L. E. HOPKINS,
Manager.
22, Des Voeux Road Central, Hongkong.

INTIMATIONS

LABOUR OFFICE.

WITH Reference to the Notice dated 23rd July, It is hereby notified that the Office of Dr. S. W. TSO, Assistant Controller of Labour (Chinese), will be CLOSED as from **WEDNESDAY, AUGUST 5th.**

G. M. YOUNG,
Controller of Labour.

FOR SALE.

BY THE UNITED STATES GOVERNMENT NAVY DEPARTMENT.

AS IS and **"WHERE IS"** THE U.S.S. "AJAX," ex COLLIER, "SCINDIA."

FOR Full Particulars regarding Terms of Sale and Inspection of Vessel, apply to the SUPPLY OFFICER, U.S. NAVY STATION, CANTON, P.I.

Vessel Open for Inspection from **JULY 15th, 1925, to AUGUST 13th, 1925**, both Dates inclusive, between the Hours of 8.00 A.M. and 4.00 P.M. Sundays and Holidays Excepted.

BIDS will be Publicly Opened at 2.00 P.M. **AUGUST 14th, 1925.**

Copies of Circular Proposals may be obtained at **AMERICAN CONSULATE-GENERAL** [2435]

TO LET.

OFFICE IN UNION BUILDING—TWO ROOMS on Fourth Floor.
Apply—
UNION INSURANCE SOCIETY OF CANTON, LTD.

[2173]

TO LET.

GODOWNS IN ALEXANDRA BUILDINGS (Basement).
Apply—
SECRETARY, A. S. WATSON & Co., Ltd.

[2032]

TO LET.

COMMODOUS SHOP AND PREMISES, IN ALEXANDRA BUILDINGS, from 1st SEPTEMBER NEXT.
Apply—
SECRETARY, A. S. WATSON & Co., Ltd.

[2289]

TO LET.

2 NEWLY-CONSTRUCTED 3-Storeyed Semi-detached HOUSES with Garages attached situated on Island Lot 2385, STRONG ROAD, marked by Sign-board of SHUNSHING CONTRACTOR just a little above Morrison's Gar Road. Occupation about June 1st.

Apply—
SANG KEE,
New Bank Building.

[2221]

EQUITABLE EASTERN BANKING CORPORATION.
"AN AMERICAN BANK."

CAPITAL AND SURPLUS U.S. \$2,750,000

HEAD OFFICE:
37, WALL STREET
NEW YORK

BRANCHES:
SHANGHAI
General Banking and Exchange Business.
Interest Allowed on all Deposits.
Rates on Application.

LONDON AND PARIS AGENTS:
EQUITABLE TRUST CO. OF N.Y.
33] **D. M. BIGGAR, Manager.**

THE BANK OF EAST ASIA, LTD.
HEAD OFFICE—HONGKONG.

Authorized Capital ... \$10,000,000
Paid-up Capital ... 5,000,000
Reserve Fund ... 1,000,000

DIRECTORS:
Hon. Mr. Chow Shou Son, Chairman
Fung Ping Shau, Ng Ching Lak, Huiyeh Tai
Li Koon Chuan, Pong Wai Ting, Koo Kiang Po
P. K. Kwok, Mok Ching Kong, Chan Ching
Wong Yau Tong, Sheik

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

SAFE DEPOSIT BOXES TO LET.
KAN TONG PO,
Chief Manager
Hongkong, 16th February, 1925.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1864.

HEAD OFFICE—LONDON.

Paid-up Capital ... \$2,000,000
Reserve Fund ... \$4,000,000
Reserve Liability of Proprietors ... \$2,000,000

FOREIGN EXCHANGE and General Banking Business transacted.
DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.
Hongkong, April 15th, 1925.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes—X, Y, Z, XX, YY, ZZ, YY, ZZ, 49, 98, 880, 979, 1609, 1890.

WANTED—Young Chinese well-equipped with Knowledge of English, Book-keeping, Typing and Office Routine, desires Work in any Capacity and anywhere. Apply Box—"L," c/o Hongkong Daily Press.

INTIMATION

WATSON'S

E

WHISKY

Blended where it is distilled, and

Bottled where it is blended

—in SCOTLAND.

A Skilful blend of the finest matured Highland Whiskies. A happy result of long years of experience in distilling and blending; with a fine flavour that cannot fail to assure appreciation from the most discriminating palate.

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 81 YEARS.

NORTHCOMING MARRIAGE.

The Marriage arranged between Captain H. F. BLOXHAM, and Miss ANDREY JONES will take place at St. John's Cathedral on Thursday next, August 6th, at 4.30 p.m. No invitations will be issued, but all friends will be welcomed at the Cathedral, and afterwards at the Superintendent's Quarters, Victoria Gaol.

Hongkong Office: 14, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, AUGUST 5th, 1925.

THE STRUGGLE FOR FINANCIAL CONTROL.

Nothing makes the Cantonese politicians more wrathful than the suggestion that complete international control of the finances of China is the only practical method of saving the country from bankruptcy and disruption. We have watched the dishonesty and selfishness of the great majority of the officials who have seized power in the provinces since the end of the Manchu dynasty, and we find it impossible to believe that these self-seekers will sink their personal ambition and unite in the patriotic support of a Central Government. The emotional advocates of the so-called "revolution" of 1912 still talk of a China struggling for freedom from the aggression of international financiers. The Cantonese section of "Young China" is always the loudest and most insistent in demanding sympathy for its lofty ideals. The answer of the careful observer in the Far East is a plain, unvarnished tale of the condition of the two Kwang provinces.

Canton and the surrounding districts have always been the centres of unrest and rebellion. From these places have come those who talk so glibly of Republicanism and Reform, but these reformers appear to lose no opportunity of "feathering their own nests" as soon as they obtain any control

of finance. Canton has been in a position time and again to prove to a world that is sympathetic to the ideals of freedom and honest administration that there is a body of officials in China free from the taint of corruption, but it has always failed when put to the test.

Foreigners and Chinese merchants have hoped for years past for rulers possessed of the courage and the capacity needed for efficient government, but the hopes have been vain. The young men of Canton have loudly proclaimed their ability to save China. They have used the platform and the press for purposes of propaganda but never have they given a true picture of the awful results of their agitation and sedition.

These glib-tongued, hot-headed youths, whose frothy orations are so entirely contrary to the fundamental ideas of the old Chinese philosophers, have shocked scholars of their own country as much as they have deceived Anglo-Saxon politicians, who have never visited China. It is amazing, however, that men of influence and experience such as Mr. Lloyd George and Senator BORAH should be imposed upon by the shallow "sob-stuff" of the returned student class. From the beginning of the present press-work openly directed at the treaty rights of foreigners in China has been a marked feature of their efforts to seize any spoils within their reach. The demand for the abolition of treaty-rights and the full control of China's finances is in reality, as we know, simply an endeavour to enrich themselves. In their impatience to amass wealth they have invited the world, not only to regard a treaty as "a scrap of paper" but to hand over to their control property whose value aggregates to hundreds of millions of pounds sterling—property representing the money invested by foreigners in China in the belief that they would be allowed to carry on their trade unhampered.

The old cry of "Young China" of the time of the Manchu dynasty was "abolish the Dragon throne and a new era of peace and prosperity will dawn in China." The new cry of the same type of Chinese politician is "abolish extra-territoriality and foreign supervision of the Chinese Customs service and the Salt Gabelle and China will at once become peaceful and prosperous."

"Militarism" is merely a catch-word. The political factions now all believe much more in the power of money than in the use of the sword. The defection of a military leader can easily be brought about by mercenary methods. The success of the Russians in Canton has been due to their promise of loot and their gold.

Indeed an insatiable greed for money seems to possess every Chinese who aspires to public office. There has been no onlooker more well-disposed to China than the *North-China Daily News*. This is the verdict of that journal, written years before the tragic period of the past few weeks. "Chinese officialdom under the so-called democracy has become more irresponsible and more flagrantly venal than ever before. Its special activities have been directed to the business of recruiting private forces with public money and of selling the power thus acquired to the highest bidder." The facts are known and admitted by nearly all educated Chinese who are outside the ranks of the office-seekers.

The honesty of the administration of the Maritime Customs service and the Salt Gabelle has never been seriously

challenged even by those who broadcast the scurrilous falsehoods about foreigners in China. But we know that if these services were in the control of the Chinese, corruption would result as surely as night follows the day. The impudent attempt to seize the property invested in China must fail unless the world is to slide into anarchy. The assault has been planned; the motives and the past records of those who have planned it must be exposed.

No cases of notifiable disease were reported in the Colony during the first three days of this month.

Capt. M. Middleton, 5/2nd Punjab Regiment, has been granted an extension of leave until December 24th.

Major S. M. H. Baillie, 5/2nd Punjab Regiment, has been granted extension of leave until February 2nd, 1926.

Major F. G. Hyland, M.C., R.E., having returned to duty on July 26th, the unexpired portion of his leave has been cancelled.

The King has approved of Dr. W. Crull as German Consul for Hongkong, and Herr Franz Winkler as Consul of Austria for Hongkong.

A ricksha coolie was injured in a collision with a motor car in Connaught Road Central on Monday, and taken to the Government Civil Hospital.

The usual weekly Public Lecture will be given at the Hongkong Lodge, The Theosophical Society, 18, Queen's Road Central, at 5.45 this evening.

Sir Robert Ho Tung left London on July 1st for Vienna, where he will undergo a cure. He was to return to London at the end of the month.

The funeral service of the late Mr. E. A. Bancroft, U.S. Ambassador to Japan, will be held at St. Andrew's Cathedral, Tokyo, at 10 o'clock to-morrow (August 6th).

By taking an overdose of opium a leper, whose dead body was discovered on a vacant floor in Queen's Road East yesterday morning, committed suicide. Besides him was found an empty opium tin, from which the fatal dose had been taken.

Passengers for Hongkong on the P. & O. s.s. *Khyber*, which left London on July 3rd, and is due here on Friday, are Mr. H. G. Baker, Mr. F. Clark, Lieut.-Col. W. A. Edmeades, Mr. L. H. Mitchell, Mr. E. J. Sherrell, and Mr. I. S. Wallace.

Holland's International Industrial Fair will be held at Utrecht from Sept. 6th to 11th. The Netherlands Consul-General in Hongkong has received forms of application for participation, giving the tariff of the rental of sample rooms. These forms can be had on application.

News from Canton is to the effect that the postmen there have gone on "strike." It is stated that the postmen recently formed a Union; but, although permission for registration was obtained from the Provincial Government, they met with opposition from the Local Inspector's Department. They resented this interference and immediately ceased work.

The death has taken place at the Naval Hospital, Haslar, of General Frederick Baldwin, Royal Marines (retired). He served in China from September, 1897, to September, 1899, and fought at the occupation of Yangchow in November, 1908. He was also present at the attack on and capture of three walled villages, near Swatow, in January, 1909, being mentioned in despatches.

Among a number of Cantonese generals of General Chih Chung-Ming's party (which is opposed to the Red Kuomintang in Canton) who left Shanghai on July 28th for the south, were Generals Hung Chao Lin and Liu Chu-Lu, says the *J. O. Daily News*, which adds that General Chen ordered his chief of staff and chief aid-de-camp to go to Kwangtung to make arrangements for his return.

Mr. M. F. Key, Secretary of the Hongkong General Chamber of Commerce, who sustained a broken ankle, a fractured wrist and a badly crushed knee beside minor injuries in the motor-cycle crash, in which Mr. P. Brown of Messrs. Loxley & Co., was the other victim, at Chan Wan Hill on the Castle Peak Road, on May 23rd, left the Government Civil Hospital yesterday. Mr. Key, it is understood, hopes shortly to resume his duties.

Comrade Karakhan, the Soviet Ambassador in China, has informed the Waichai group that a section of the Russian aviation corps at present visiting China will fly to Shanghai and the remainder will proceed to Korea, says the Northern Chinese press. Mr. Shen Jui Lin, Minister of Foreign Affairs, has informed the Comrade Ambassador with reference to the latter flight that before permission can be given, Marshal Chang Tso Lin must first be consulted.

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CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]
CAMPAIGN IN MOROCCO.
FINE WORK BY FRENCH INFANTRY.

PARIS, August 4th.
A communiqué from P. hat states that extensive operations were undertaken by mobile columns, on August 2nd, in the north and north-western districts, where the enemy had recently penetrated in large numbers. The result was the ejection of the enemy from their stronghold in the Ajen Mountains. The enemy fled in disorder, leaving sixty dead.

Newspaper dispatches, describing the operations, state that the French infantry fought most vigorously and tenaciously despite the intense heat.

DUTCH RETRENCHMENT.
RESULT OF AMALGAMATION OF WAR AND MARINE PORTFOLIOS.

AMSTERDAM, August 4th.
Following the recent announcement by Premier Colijn in regard to the amalgamation of the Ministries of War and Marine, it is stated that the new Minister of War, Herr Lambog, will be given assistance as Director-General in all matters connected with the Navy.

MELBOURNE'S VISITORS.
AMERICAN FLEET IS LEAVING FOR HOBART.

MELBOURNE, August 4th.
The first departure of the American Fleet left this morning, when the light cruisers left for Hobart.

The main fleet, including the U.S.S. *Seattle*, flagship of Admiral Conz, and three other battleships will leave on Thursday.

HOMEWARD BOUND.
ENGLAND'S SOCCER TEAM LEAVES AUSTRALIA.

PERTH, August 4th.
The soccer players, who have been representing England in a tour in Australia, have sailed for home.

In the final match, the visitors defeated the West Australia team by five goals to one.

EARLIER CABLES.
RUBBER RESTRICTION.
STEVENSON SCHEME DISCUSSED IN COMMONS.

LONDON, August 3rd.
In the House of Commons, replying to Mr. Robert Hudson, Mr. Amery said he was well aware that in seven out of the eleven quarterly periods in which the Stevenson restriction scheme had operated the average price of rubber was below 1s. 3d. per pound. Over the decade before the war he understood the yearly average price varied between 7s. 7½d. in 1910 and 2s. 4½d. in 1914.

Mr. Garro Jones asked was there any truth in the report that America had communicated with the Government hinting that unless the Stevenson rubber scheme were dropped they would take similar measures with regard to cotton.

The Speaker intervened and said the question should be addressed to the Foreign Office.

THE COTTON MARKET.
UPWARD TREND OF PRICES IN NEW YORK.

LONDON, August 3rd.
In the House of Commons, replying to Mr. Robert Hudson, Mr. A. M. Samuel said that the mean price in New York for middling upland cotton in April, 1914, and April, 1924, respectively were 12 cents per pound and 22.9 cents per pound. The spot price in New York on April 1st, this year was 24.65 cents per pound.

DUTCH CABINET.
HEER, WELTER ACCEPTS POST FOR COLONIES.

AMSTERDAM, August 3rd.
It is believed that Heer Welter, member of the Council in the Dutch East Indies, has accepted the post of Minister of the Colonies. He is leaving for home as soon as possible.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]
HOSPITAL RAIDED.
MISSION NURSES RECEIVE ROUGH TREATMENT.

CHINESE POLICE TO RESCUE
PEKING, August 4th.

A message from Chekiang states that a Chinese mob, yesterday, raided the Church Missionary Society's hospital at Hangchow.

The raiders captured two male nurses, who were somewhat ill-treated. However, eventually they were rescued, without serious injury, by a party of Chinese Police, who have now promised to protect the hospital.

CHINA AND RUSSIA.
PEKING APPOINTS AMBASSADOR TO MOSCOW.

PEKING, August 4th.
A mandate, issued last night, appoints Mr. Sun Pao Chi as the first Chinese Ambassador to Moscow.

FUTURE OF WEI-HAI-WEI.
DELAY IN RETROCESSION IS EXPLAINED.

LONDON, August 3rd.
In the House of Commons, replying to Commander Kenworthy, Mr. Ronald McNeill said the question of the return of Wei-hai-wei to China was suspended at the moment owing to the provisional character of the Chinese Government. Commander Kenworthy asked was it not the original arrangement that we hand back this territory when the Japanese evacuated certain territories in Shantung, and how had the present position been reached?

Mr. McNeill reiterated that it was owing to the provisional nature of the Government of China.

FRANCE AND CHINA.
LE JOURNAL "GIVES ADVICE TO POWERS.

PARIS, August 4th.
After emphasizing Chinese respect for the correct and reserved attitude of Frenchmen, *Le Journal* states that the Powers should modify their attitude towards China.

As far as the matter concerns France, she ought to create a High Commissioner, the holder of which post would depend for instructions upon the Ministry of Foreign Affairs for the Colonies.

To the High Commissioner, French diplomats in the Far East and the Governor-General of French Indo-China would look for instructions.

Such an institution, in the opinion of *Le Journal*, would enable France to follow a "methodical" policy in the Far East.

[Ed. Note: The above cable arrived in a partially mutilated condition. In view of the statement, issued by the Count de Martel (French Minister to China) and published yesterday, readers should bear in mind that if the cable has been correctly "extended," it is merely an expression of opinion of the Editor of *Le Journal* and not necessarily the view of the French Government nor of the French Nation.]

EVACUATION OF RUHR.
WITHDRAWAL TAKES PLACE WITHOUT INCIDENT.

BERLIN, August 3rd.
Reports from all parts show that the Franco-Belgian evacuation of the Ruhr, except in the three "sanction" towns of Duesseldorf, Duisburg and Ruhrort have everywhere been carried out without incident, the inhabitants refraining from any demonstrations likely to cause trouble.

SHIPPING STRIKE.
TROUBLE IN AUSTRALIA IS ENDED.

MELBOURNE, August 3rd.
Branches of the Seamen's Union in Queensland, South Australia and Victoria have unanimously endorsed the agreement reached on July 31st, and the recommitment of vessels will begin immediately.

PRINCE OF WALES.
H.M.S. "REPULSE" ARRIVES AT ST. HELENA.

ST. HELENA, August 3rd.
H.M.S. *Repulse*, with the Prince of Wales on board, has arrived here on the way to South America.

VALLEY FLOOD SEQUEL.
ENQUIRY INTO P.W.D. COOLIE'S DEATH.

As a sequel to the collapse of a wall at the corner of Happy Valley by Koon Ma Terrace on June 16th, owing to the flood, an inquest took place yesterday afternoon before Mr. S. R. B. McElderry at the Central Magistracy, to enquire into the circumstances surrounding the death of a coolie named Tong Fat, who was guarding a P.W.D. steam-roller at the time, and whose body was found in the early hours of the next morning.

The Jury comprised: Messrs. D. Temperley (foreman), C. J. Joseph and A. D. Russell.

The Coroner said that this enquiry was on a man who was killed at Happy Valley in the recent landslide there. It would appear that the man was killed owing to the collapse of a wall, and therefore, there was the question of responsibility. To-day he proposed to take the medical evidence and also the various photographs and plans submitted.

Mr. M. W. Lo appeared on behalf of the directors of the Young Wo Nursing Home, and Mr. F. C. Brook represented Dr. Leung Cheung Man, of No. 1, Man Chun Fong.

The Coroner asked the solicitors to remember that this was a death enquiry only, and to refrain from asking questions which were not concerned with the enquiry as a death enquiry.

Dr. Minetti was the first to give evidence, and said that on June 17th, he conducted a post-mortem examination on the body of what was then described as an unknown Chinese, whose age was about 20. This man was later identified as Kung Fat. He had died of multiple injuries. The third, fourth, fifth, sixth and seventh ribs on the right side were broken, and the liver and spleen were ruptured.

The Coroner: Was there any evidence to show that the body had been in water?

Dr. Minetti: There was nothing to show that he had been drowned. The injuries were too severe. They must have killed him instantly.

Chinese Constable 398 said that on the morning of June 16th, about 4.30 a.m. he received a report that a tea-chest at Wong-nichong had been washed away by the flood. He immediately went there to investigate, and found a man lying dead across the nullah on the racecourse. The body was lying in water, and the arms were pinioned with stones. He had it sent to the No. 2 Police Station, and half an hour later he found another body about 50 yards away. This body also was taken to the Police Station and later to the mortuary, where relatives identified it.

A relative of the deceased gave evidence of identification, and said that Tong Fat was a P.W.D. coolie who watched the steam roller at night.

Dr. Chau Wai Cheung, managing-director of the Young Wo Nursing Home, said that on the night in question about 2 a.m., he received a report to the effect that a disaster had occurred near the Home, and he made straight for Happy Valley. When he arrived, he found that both entrances to the Home were blocked by earth and rocks. Water was flowing over the ground in all directions.

Asked by the foreman of the Jury whether he had any idea when the water first rushed down, witness said he had no idea when the accident actually happened.

Lo Shun Chi, contractor's foreman for the Tung San Co., owners of the site was the next witness, and said that on the night of June 15th he was in a matchbed above the site. He did not notice any thing unusual happening, but heavy rain was falling.

The Coroner: Did you notice anything on the road?—I noticed water rushing down the road.

Did you see where it was going to?—I saw water rushing down Stubbs Road towards the Indian Mosque.

Continuing, witness said that he was in charge of the building of the wall. He was provided with a plan and constructed the wall strictly in accordance with the plan. The plan was given to him by his architect, Mr. Raven. His instructions were to construct the wall with one part of cement and six parts of sand.

The Coroner: What sort of sand?—Sand taken from the hillside.

In fact it was red earth. It was swept down by the water. It was not sand from across the harbour. There were also bands of cement concrete running through the wall.

What was the cement concrete made up of?—One part cement, three parts sand, and six parts stone.

What about the height of the wall?—It was 29 feet high, including the base of cement concrete. It was 20 feet above the level of the ground, and there was a nine foot base.

(Continued on next Column).

ACCIDENTAL DEATH.
VERDICT IN CASE OF INDIAN MULETEER.

The death of an Indian, named Gulam Din, aged 30 years, a driver in the Hongkong Mule Corps, through drowning in the naval camber, Hongkong, was the cause of an inquest, conducted by Mr. E. W. Hamilton, sitting as coroner, at the Kowloon Magistracy, yesterday afternoon.

The evidence, given by a number of witnesses, showed that the deceased either in ignorance or otherwise, contrary to Command Orders, went swimming in the camber on July 9th, and apparently got into difficulties and was drowned. His body was not recovered until eight days later.

In recording a verdict of accidental death, Mr. Hamilton remarked that "he found that Gulam Din met his death through an accident. The cause could not be definitely established. The man either deliberately, or through ignorance disobeyed the Command Orders, and if it had not been for this the accident would not have taken place. No blame was attached to anyone else."

POLICE COURT ITEMS.

At the Kowloon Magistracy yesterday before Mr. E. W. Hamilton, several Chinese were sentenced for stealing wood. One man who was previously fined, was sentenced to three months' hard labour. The other sentences ranged from seven days to one month. A number of hawkers who were charged with selling foodstuffs within market limits were fined \$1 each.

As a sequel to an incident that occurred on the 2nd, a coolie appeared before Mr. R. A. D. Forrest at the Central Magistracy yesterday afternoon, when police gave evidence to the effect that the man had refused to allow a Chinese merchant to have some goods taken on board the vessel except by a rate of payment. The merchant had brought his own coolies to load his cargo of salt fish, but another gang of coolies near by refused to let them work. A Chinese detective in the vicinity arrested defendant. He was fined \$80, in default, two months' imprisonment with hard labour.

When did you take over the construction of this wall?—In January this year.

Had you finished before the accident happened?—The accident occurred three days after its completion. The mortar had not got dry and that was the cause of the collapse.

PERTINENT QUESTIONS.

A week before you completed the wall how much was there left to be done?—That part of the wall which collapsed was the last to be done.

Did you not build the wall in layers?—The part that collapsed was the highest part. Each side was done first and the other put in.

Mr. Temperley: If he talks like that he is talking nonsense. The wall must have been built in layers.

Witness said that three days before the accident, Mr. Raven, the architect, inspected the wall.

Mr. Temperley: We should like to know if the wooden hut on the lower side of Stubbs Road was occupied by any of the contractor's men?—That hut was used as a store only.

Mr. Temperley: Was the wall backed up with rubble?—Yes.

The Coroner: How high?—15 feet high.

Mr. Temperley: Did you ever see water coming out of the weep holes in the wall?—There was always water oozing out of the weep holes.

The Coroner: I think that is nonsense, except at times of flood.

Mr. Temperley: Of course, Sir, there is a certain amount of water held all the time.

Mr. Temperley: Did he ever find water collecting at the base of the wall and, if so, to what height did it rise?—In time of heavy rain it rose to about 12 inches. In heavy rain the water was two or three feet deep behind the wall.

Mr. Lo: Was there any earth put at the back of the retaining wall when you finished?—We were not permitted by the P.W.D. to pack earth behind the wall.

The owners of the lot at Tung San is that the name of the Company or is it the owner's name?—It is a syndicate of 11 members who own the site.

Mr. B. T. B. Boothby, engineer in chief, Canton-Kowloon Railway, who had been called in by the Government, handed over his report to the Coroner, stating that he had carefully inspected the site.

Mr. H. A. Goldsmith, engineer in charge of roads, P.W.D., gave evidence as to drainage on Stubbs Road, and said that at the point in question there were the usual channels and catchpits for taking the rain over the road.

The Coroner at this stage adjourned the enquiry until this afternoon at 2.15, and the Court later made an inspection of the site.

TREATIES AS "BLESSINGS."
BENEFIT CHINESE AS MUCH AS FOREIGNERS.

Cabling to his paper on June 28th, the *Times* Peking correspondent gave the following admirable exposition of the present problem in China:—

The only redeeming feature of the very serious situation in China is that the Diplomatic Body is holding well together and showing an increasingly firm front in dealing with the Peking Government. It should clearly be understood that the unfortunate Shanghai incident and the others following it are being used by professional agitators as an excuse for turning the country upside down. Public sympathy has been enlisted by a campaign of barefaced misrepresentation, which has established the belief that monumental wrongs are being done to China by foreigners, particularly the British. There is no foundation whatever for this assumption, either as regards the series of incidents or in connection with the Treaties. A settlement of the Shanghai affair might easily have been achieved if it had not been maliciously exaggerated from the very beginning.

The treaties are instruments which may hurt the *unwarlike* people of the Chinese people, but they were appropriate in the circumstances when they were contracted, and to this day they operate as much for the benefit of the Chinese as for that of the foreigners. Nevertheless the foreign Powers at Washington, as is especially worthy of remembrance at this time, agreed to afford this country the fullest and most unimpaired opportunity to stabilize its Government without foreign interference, while they promised to take immediate steps towards treaty revision to meet the aspirations of the Chinese people.

Has China done anything on her side to stabilize her Government or to remove the reproach of inflated armies and a bankrupt Treasury? The Powers are just as ready as ever to discuss the Treaties, but how can they do so with a Government admittedly only provisional and dependent on the precarious support of the militarists, whose rivalries are so incalculable that it can be said with truth that since the Washington Conference China has been perpetually involved in civil war, that her armies are bigger than ever, that brigandage is unparalleled, and that the State is suffering every possible evil resulting from misgovernment? The Treaties, at their worst interpretation, are absolute blessings in comparison with the self-inflicted injuries from which China is now groaning.

In such circumstances, for agitators to attempt to attribute China's troubles to foreign oppression is intolerable. The strikes, the agitation, and the malicious propaganda could be immediately quashed by those who stand behind the Government, and, if the unanimity among the Diplomatic Body is a reflection of unity among the Powers, the question of making forcible representations to this effect to the Chinese Government for transmission to its military supporters should present no difficulty. Signs are not wanting that a united foreign demand for stern measures would be welcomed by those capable of taking them as providing a good excuse for pursuing an unpopular policy. It is certainly not the interest of the powerful military commanders, to let alone the preponderant mercantile and other interests, to have extremist Chinese and Bolshevik influence grow beyond control, as it is growing now.

The British Government has the particular duty in this juncture to see that all possible precautions are taken to ensure the protection of its nationals. The Canton affair aptly illustrates present possibilities, and a grave responsibility rests on the authorities who neglect to increase the present inadequate naval and military forces.

ANTI-MISSIONARY MOVEMENT.
NEW UNIVERSITY OPENED IN PEKING.

An *Asiatic News Service* communication, sent from Peking on July 27th, states that the Chinese educational leaders have opened a new university, called the Limia University in Peking and its chief object is to accommodate those students of the St. John's University at Shanghai and those of the British University at Tientsin who do not wish to return to the two institutions for further learning.

For similar purposes, the names of ex-Premier Tang Shao Yi, and ex-Premier Hsiang Hsi Lin have been inserted in advertisements as promoters of the Chifu and Tungfung Universities and the Chinese educationists claim that this is connected with the movement for the gradual suppression of foreign missionary educational institutions in China.

Furthermore, Marshal Feng Yu Hsiang is reported to be favourably inclined towards the organization of a north-western university at Kalgua for the reception of all Chinese students who do not wish to continue their studies in foreign educational institutions.

ROUND THE WORLD ON £10.
YOUNG AUSTRALIAN'S VENTURE.

In an effort to demonstrate, in order to win a bet, that it is possible to travel round the world on a capital of £10 Mr. J. W. Wright, an adventurous Australian of 22, has completed half the journey by arriving on June 10th at the Australian Pavilion, Wembley.

Three months ago," he said to a *Morning Post* representative, "I was living comfortably at my father's home in Sydney, but some of the fellows who were with me at Sydney Grammar School got up an argument about the expense of travelling the globe. I bet them I could do it on a capital of £10. They took the bet. On March 12th I embarked for Vancouver. I arrived there on April 3rd. Since then I have been stud groom, steward, lumberman, dock hand, 'rouseabout,' labourer at Ford's factory, Detroit, fur-buyers, store-packer, a Chinese guide, lecturer, shop assistant, and a gentleman on a walking tour."

MISHAP WITH DONKEY ENGINE.

"At Vancouver I walked into the Hudson's Bay Company's office and got a job with them as buyer of fur at Wrangel Island. I made enough money to move on, but before the boat went I had spent it and had to pass three days in working a guy-rope, with the aid of a donkey-engine, in a lumber camp. I thought at first it was a splendid game. But when on the third day, I nearly succeeded in killing myself by jerking the rope at the wrong moment, I quit. There was no money coming to me, as the notes were distributed monthly."

So I worked my way to Seattle as a steward. There at a hotel I put in four days as a 'rouseabout,' cleaning the yard and beating the carpets and taking the boots up in the morning. That was a good wheeze. Tips of ten cents, twenty-five, and fifty cents gave me enough money to push on to San Francisco. I paid my way to Denver, and got a lift on a 'shut' to Salt Lake City. Four more days as man-of-all-work at a hotel gave me enough cash to buy food as I walked back to Vancouver."

ESCORTING CHINESE.

"I got away from Vancouver by agreeing to shepherd a party of 37 Chinese across Canada, on the Canadian National Railway. The remuneration was a free pass on the C.N.R. for three months. Returning on part of my tracks to Edmonton, I met a New Zealand lecturer, and at his invitation joined him that night in his show. I lectured on Australia—for which I obtained nearly 35 dollars."

At Winnipeg, whither I proceeded, I went absolutely 'broke.' I had to 'pop' my evening suit, and earn enough money to redeem it. I got it at Sudbury Junction by acting as stud groom for a few days. I went on to Niagara Falls and thence to Ford's factory, where in three and a half days, working as a labourer screwing bolts on car wheels, I made nearly 15 dollars. Then I managed to get to New York, where I joined the *Seydlitz* as a deck hand. I took my discharge at Liverpool, and have since visited Glasgow, Edinburgh, Isle of Man, Belfast, Manchester, Stockport, and Bradford."

Now I have got to get another job to take me on to the next section. I am going to work my way through the Suez Canal and so home again."

WAR DEBTS.
A BRITISH REMINDER.

Notes were recently sent, at the request of the British Treasury, to the Governments of the States which have not yet arranged to discuss the question of the repayment to Great Britain of the debts they contracted during the war. The British Government does not press for payment, but expects the Governments of the debtor States to name a date when negotiations for a settlement may be begun.

Mr. Churchill, answering a question in the House on June 30th, said that the Italian Government had formally notified its willingness to open negotiations for a settlement of its war debt to Great Britain.

The conversations between French and British experts for a settlement in regard to the French debt which were proceeding at the Treasury were broken off after the fall of the Herriot Government and had not been renewed since.

The loans to Allies at March 31st, 1924, stood as follows:—

France	622,279,000
Russia	722,455,000
Italy	533,500,000
Serb-Croat-Sloven Kingdom (including Montenegro)	28,481,000
Poland	65,000
Rumania	21,778,000
Portugal	21,541,000
Greece	23,355,000
Belgian Congo	3,550,000

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[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, July 1st.

James Barnes, of New York, won the Open Championship at Prestwick. Though the final afternoon furnished one of the most dramatic surprises in the long history of the Championship, there were no thrilling closing scenes such as we have had at the last few championships. Barnes holed out on the eighteenth green early in the afternoon, and not a soul in the vast crowd thought of greeting him as the Champion. There is always a thrill in seeing a great man playing the last stroke to win the biggest golfing prize in the world. Barnes played his, and no one, not even Barnes himself, knew what it implied. From the beginning of the great struggle, however, Barnes was "in the picture." A record opening round of 70 gave him a useful lead, and probably inspired him with confidence in his ability to pull through; but in the end victory waited on him, for MacDonald Smith, the ex-Carnoustie golfer, who like Barnes has won fame in America, had no fewer than five strokes in hand when he entered upon the final round after Barnes and other challengers had completed their account. How Smith lost that golden opportunity was not the result of an isolated disaster. It was due to nervous strain, his breakdown was all the more remarkable in view of the fine temperamental equipment he had shown on the previous day, when he leapt into first place with a round of 69, which eclipsed Barnes's short-lived record score. It has been claimed as one of the shining virtues of the American players that their coolness and resource seldom desert them even in times of adversity. In the presence of such a throng as that assembled at Prestwick these qualities were doubtless subjected to a very severe test. From the commanding position he held when he set out on the final journey, MacDonald Smith dropped to a place below Compton and Ray, who made a gallant but unsuccessful attempt to overtake Barnes at a time when he seemed likely to figure as runner-up. The result of this Championship should not be interpreted as a reason for holding an inquiry into the present state of professional golf in this country. It is true that the "Old Guard" are getting older every year, and that while remarkable fine golf has again come from J. H. Taylor, Herd, and Vardon, the reassertion of British prestige in the game is a task that now lies before the younger generation. Some of the younger men have disappointed the hopes and belied the promises built upon their performances in recent times, but they may take heart from the fine example set by Compton, of Manchester. The challenging quality of Ray's golf on the final day is also a reminder to players so brilliant as Duncan and Mitchell that their place is still in the vanguard. The abnormally warm weather of this memorable June created conditions at Prestwick which reduced prodigiously long driving to almost a commonplace, but the hard ground set up a fresh set of problems in controlling the ball near the green and in putting. The glories of Old Prestwick are undimmed, but one can recall championships played under circumstances which called for a greater variety of strokes over the famous links. However large the player's kit of clubs, it was shown that the course could be compassed with no greater armoury than a driver, a mashie, and a putter, with occasional resort to an iron—and a niblick for trouble.

NOTES ON CRICKET.
Capital week-end weather gave us good cricket, and some heavy scoring. Cricket and enthusiasm as a rule are things apart, but the exciting nature of the finish at Dunfermline stirred the phlegmatic Fifers to the extent of carrying a successful bowler shoulder high to the pavilion. Probably the totally unexpected character of the whole match combined to this culmination. On no calculation had Fife's long odds chance of defeating Forfarshire, yet the outsiders won on their merits. Stirling County's performance was even better. Aberdeenshire have been "bonnie fetchers" this season, while Stirling have been at the mercy of all. But Stirling's win by six wickets was the outcome of good, sound batting, in which Dr. Melville, of Glasgow University and Poloc, was a bright figure. Outstanding in the Western Union games was Ayr's first win. Berriedge, the Auld Troon professional, was an easy first in the joyous performance. Next in order came the West's demonstration of what amateur talent can do. Royal High School gave a glimpse of their best form when they defeated Stewartians, and there was an exciting finish between Heriotians and Edinburgh Academicals. Principal results:—
Scottish Counties.
Fifeshire, 115; Forfarshire, 114.
Stirling Co., 135 for 4; Aberdeenshire, 127.
Western Union.
Uddingston, 144; Clydesdale, 75.
Greenock, 260 for 5; Kilmarnock, 149.
Kelburne, 218; Ferguslie, 135.
West, 172; Poloc, 131.
Ayr, 155 for 7; Drumpellier, 120.
Other Matches.
Perthshire, 199; Grange, 129.
Glas. Acad., 132; Renfrew, 130.
Ayrbroath, 134; Stenhousemuir, 87.
Edin. Acad., 184; Heriotians, 170.
Royal High School F.P., 186; Stewartians, 119.
LIDDELL AND SCOTS' ATHLETICS.
The 39th annual championship meeting of the Scottish Amateur Athletic Association was most successful. The chief feature of the meeting was the brilliant running of E. H. Liddell, who not only retained his three titles, but assisted his University to regain the relay championship. Liddell (Continued on next Column).

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was seen at his best, and the three titles—the 100 yards, the 220, and the quarter-mile—were retained by him more easily than was generally expected. His heat in the sprint was done in 10.1-seconds, but in the final he beat off the challenge of J. Crawford, his most dangerous rival, and won well in the excellent time of 10 seconds, equalling the native record. Liddell's success was even more pronounced in the furlong and the quarter-mile. In both cases he outstripped all his rivals, and the times—20.1-seconds, and 48.1-seconds—represented the best returns ever made for these events at a Scottish championship meeting. In addition to these three victories—which incidentally earned for him the points medal and the Crabbe cup for the best performer of the meeting—Liddell ran a fine quarter-mile in the relay race which went far to win success for the Edinburgh University team.

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- 10845 INDIAN LOVE CALL FROM "ROSE MARIE" (Fox Trot)
- 10459 ROSE MARIE, FROM "ROSE MARIE" Tarrant Bailey
- 10459 A JOY RIDE
- 10861 MAZEPPA Jack Chamman & Billy Chapman
- 10861 SHOW ME THE WAY TO GO HOME Cliff Edwards
- 025139 BINGO FARM
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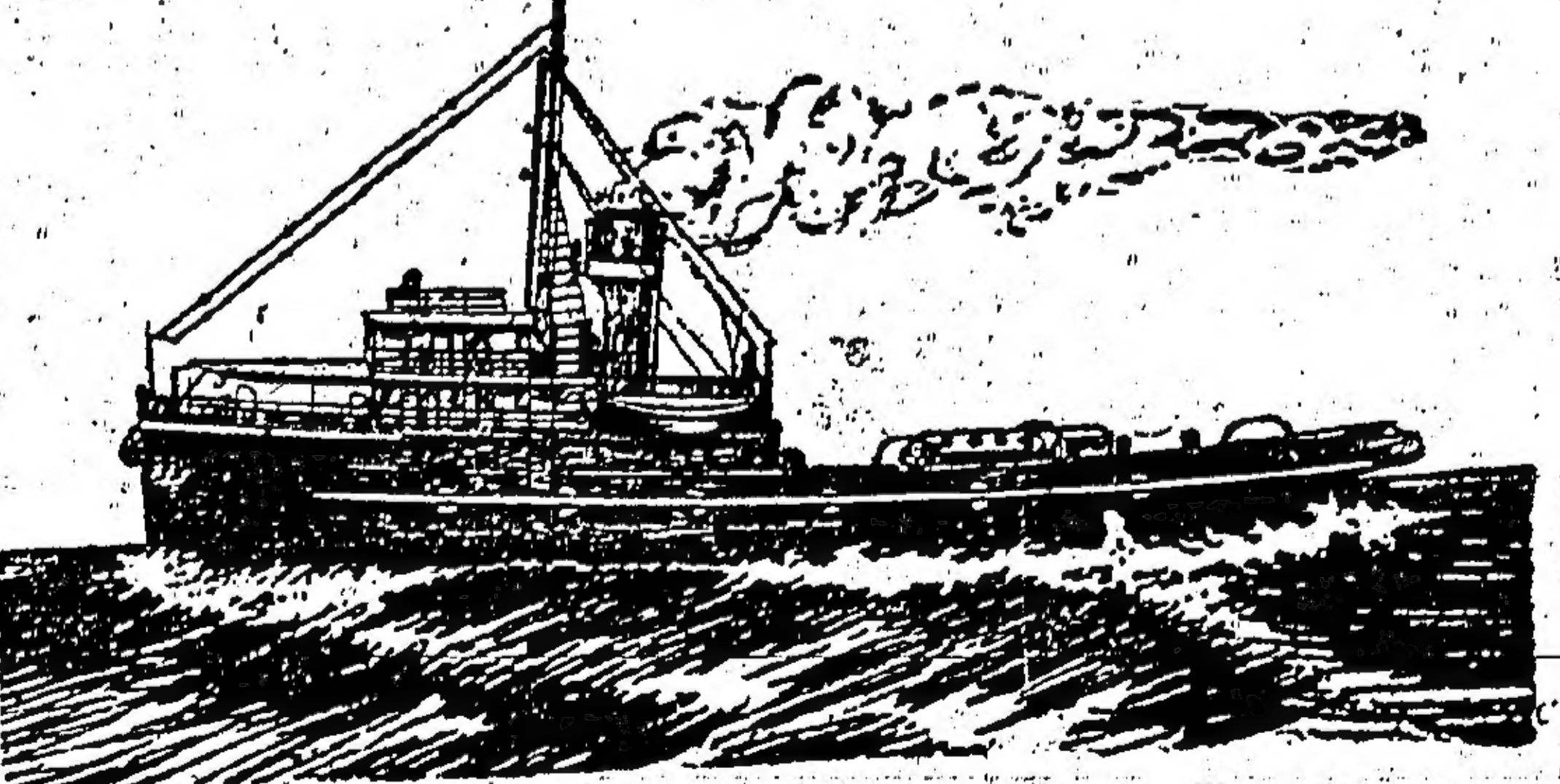



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SHIPPING NEWS

ARRIVALS.

August 3rd.
Eastern Prince, British str., 4,050 tons, Capt. Suddaby, from Karatsu, with a general cargo, lying at Laichikok.
 —Furush (Far East).
Tung Tuck, Chinese str., 1,014 tons, Capt. P. Pavina, from Swatow, lying at buoy No. 121.—Shing Fat.

ARRIVALS.

August 4th.
Glengyle, British str., 5,880 tons, Capt. O. O. Simpson, from Singapore, with a general cargo, lying at Kowloon wharf.—Jardine, Matheson & Co.
Paul Leont, French str., 13,885 tons, Capt. Rosoor, from Marseilles and Saigon, with a general cargo, lying at Kowloon wharf.—M.M.

Penny Maru, Japanese str., 4,230 tons, Capt. K. Ishii, from Moji, with a general cargo, lying at buoy No. A3.—S.Y.K.
Sundon, British str., 4,217 tons, Capt. G. G. Randall, from Kobe, with a general cargo, lying at buoy No. A2.—Mackinnon, Mackenzie & Co.
West Sequana, American str., 3,921 tons, Capt. G. Soerstrup, from Shanghai, with a general cargo, lying at Stonecutters.—Struthers & Barry.

CLEARANCES.

August 4th.
Angara for Saigon.
Confucius for Keelung.
Hui Ning for Foochow.
Hong Kong for Bangkok.
Hoi Yung for Macao.
Kiangling for Shanghai.
Paul Leont for Shanghai.
Penny Maru for Batavia.
Pao Sung for Kwang Chow Wan.
Tikurua for Batavia.
Nekko Maru for Keelung.
Sundon for Singapore.
St. Albans for Manila.
Tell for Ningpo.
Wu Sung for Tientsin.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Malaga*, from Hongkong, arrived in London on July 31st at 8 a.m.
 The B.I. Co. s.s. *Taipei* left Kobe for this port on August 1st, and is due here to-morrow afternoon.
 The P. & O. Co. s.s. *Khyber* left Singapore for this port on August 3rd at 8 a.m., with the outward English mails, and is due here on August 7th at about 4 p.m.
 The R.M.S. *Empress of Australia* will sail from here for Vancouver, via Shanghai and Japan ports at noon on Friday, August 7th.

PASSENGERS.

ARRIVALS.

Per s.s. *Glengyle*, on August 4th.—Mr. Jones and Mr. V. Morgan.
 Per s.s. *Sundon*, on August 4th.—Mr. A. C. Mackay and Miss E. Hooper.
 Per s.s. *Paul Leont*, on August 4th.—Mr. and Mrs. van Herbergen, Mr. Moppar, Mr. Pinobet, Mr. Bond, Mr. Kirby, Mr. Y. Yeri, Mr. Leopold, Mr. R. P. Rogan, Sister Clodia, Sister Beatrice.

VESSELS EXPECTED.

Empress of Asia (C.P.R.), due August 10th.

SUNRISE AND SUNSET IN HONGKONG.

STANDARD TIME OF THE 120TH MERIDIAN, EAST OF GREENWICH.

Date.	Sunrise.	Sunset.
August 5th.	5.56 a.m.	7.02 p.m.
6th.	5.57	7.02
7th.	5.57	7.01
8th.	5.57	7.00
9th.	5.58	7.00
10th.	5.58	6.59
11th.	5.58	6.58
12th.	5.59	6.57
13th.	5.59	6.57
14th.	5.59	6.56
15th.	5.59	6.55
16th.	5.59	6.54
17th.	5.59	6.53
18th.	5.59	6.52
19th.	5.59	6.51
20th.	5.59	6.51
21st.	5.59	6.50
22nd.	5.59	6.49
23rd.	5.59	6.48
24th.	5.59	6.47
25th.	5.59	6.46
26th.	5.59	6.45
27th.	5.59	6.44
28th.	5.59	6.43
29th.	5.59	6.42
30th.	5.59	6.41
31st.	5.59	6.41

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 4th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.70	29.71	29.69
Temperature	84	78	81
Humidity	75	91	77
Wind Direction	8	Cal	WSW
Force	1	0	OT
Weather	0	0	0.0
Rain	0.11	0.00	0.00
Highest open-air temperature on 3rd			86
Lowest open-air temperature on 4th			78

AMERICAN PIONEER LINE.

S.S. "DRYDEN".....sails August 15th.

FOR
 PHILADELPHIA, BALTIMORE, NEW YORK, BOSTON
 via PANAMA CANAL.

Calling at PANAMA and HAVANA if inducements offer.

For Freight and further particulars apply to

AMERICAN PIONEER LINE

Operated for United States Shipping Board

by

ATLANTIC, GULF & ORIENTAL STEAMSHIP CO.

ADMIRAL ORIENTAL LINE—Agents.

Hongkong and Shanghai Bank Building.

Telephone Nos. 2477, 2478 and 795.

SHIPBUILDERS,
 SHIP REPAIRERS,
 BOILER MAKERS,
 FORGE MASTERS,
 OXY-ACETYLENE AND
 ELECTRIC WELDERS,
 MECHANICAL AND
 ELECTRICAL
 ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
 OF HONGKONG, LIMITED.
 — DRY DOCKS. —
 Length 787 Feet
 Length on Blocks 750 Feet
 Depth on Centre of
 Sill (LOWEST) 34 ft. 6 in.
 — THREE SLIPWAYS. —
 Capable of Handling Ships Up
 to 3,000 Tons Displacement.
 Electric Cranes at Sea Wall. Capable of
 Lifting 100 Tons at 7 ft. Radius.

BUTTERFIELD & SWIRE, Agents
 HONGKONG, CHINA & JAPAN.

TEL. ADDRESS: "TAIKOODOCK, HONGKONG."

TELEPHONE No. 212.

CABLE FLAG: "O" OVER "AM, PIONEER."

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HOME VIA CANADA

Future Sailings to VANCOUVER via Shanghai and

Japan Ports and Atlantic Connections.

Leave Hongkong	Arrive Vancouver	Leave Quebec	Arrive Southampton
Empress Australia Aug. 7 Aug. 26	Empress Scotland Sept. 2 Sept. 9		
Empress Asia Aug. 20 Sept. 7	Empress France Sept. 19 Sept. 23		
Empress Canada Sept. 3 Sept. 21	Empress Scotland Sept. 30 Oct. 7		
Empress Nuasla Sept. 17 Oct. 5	Empress France Oct. 14 Oct. 21		

Choice of accommodation on these ATLANTIC steamers actually held for sale in office at ports of call in the Orient.

FOUR TRANS-CONTINENTAL TRAINS DAILY FROM VANCOUVER STOP-OVER ALLOWED AT ALL PORTS. Standard Sleeping Cars—Compartments—Drawing-Room Dining Cars.
 Canadian Pacific HOTELS at VICTORIA, VANCOUVER, ROCKY MOUNTAIN RESORTS, CALGARY, WINNIPEG, MONTREAL and QUEBEC.
 DOMINION EXPRESS TRAVELLERS' CHEQUES issued at all Canadian Pacific Offices—Payable Everywhere.
 BAGGAGE INSURANCE sold at all Canadian Pacific Offices.

HONGKONG—MANILA—HONGKONG SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Aug. 12	Aug. 14	EMPRSS ASIA	Aug. 15
Aug. 26	Aug. 28	EMPRSS CANADA	Aug. 29

Steamers arrive MANILA early morning and sail in evening of following day.

CANADIAN PACIFIC SERVICE THROUGHOUT

Passenger Department: Tel. C. 752. Cables: GACANPAC.
 Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bill of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America G2400, G2420, G2440.

KAGA MARU ... Thursday, 27th Aug. 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports

KATORI MARU ... Saturday, 15th Aug. at 11 a.m.

ATSUTA MARU ... Saturday, 29th Aug. at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via ADEN & MARSEILLES.

TOYOHASHI MARU ... Sunday, 16th Aug.

SYDNEY & MELBOURNE via Manila & Ports.

NIHIMA MARU ... Wednesday, 19th August

TANGO MARU ... Wednesday, 23rd September

NEW YORK and/or BOSTON via PANAMA.

MAYEASHI MARU ... Tuesday, 8th September

Buenos Aires via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

KAMAKURA MARU ... Monday, 31st Aug.

BOMBAY via Singapore & Colombo.

TOKUSHIMA MARU ... Wednesday, 12th August.

CALCUTTA via Singapore & Rangoon.

RANGOON MARU ... Tuesday, 18th Aug.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 20th August

SHANGHAI, KOBE & YOKOHAMA.

HAKONE MARU ... Tuesday, 11th August

KOBE & YOKOHAMA.

WAKASA MARU ... Sunday, 9th Aug.

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central Nos. 292, 293 & 2423. S. KINOSHITA, Manager.

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NORDDEUTSCHER LLOYD BREMEN.

FAR EASTERN PASSENGER AND FREIGHT SERVICE.

NEXT SAILINGS:

STEAMERS:	ARRIVAL AT HONGKONG AND SAILINGS FOR:	SAILINGS FROM HONGKONG TO:
*ACCOMMODATION FOR 100 CABIN CLAS and 150 INTERMEDIATE CLAS PASSENGERS.	SHANGHAI AND JAPAN.	GENOA, ANTWERP, ROTTERDAM, HAMBURG, AND BREMEN.
"FULDA" ... 19th August		22nd August, 1925
"PFALZ" ... 18th September		14th October, "
"SOHLIESIEN" ... 10th October		"
"TRIER" ... 7th November		14th November, "
"HAMBURG" ... 5th December		12th December, "
"COBLENZ" ... 2nd January		12th January, 1926
"FULDA" ... 30th January		7th March, "
"DEKFLINGER" ... 27th February		4th April, "
"TRIER" ... 27th March		1st May, "
"HAMBURG" ... 24th April		29th May, "

For Freight and Passage, please apply to—

MELCHERS & CO.,

Telephone C. 4572.

2, Queen's Building, Chater Road.

Agents, HONGKONG.

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INDO-CHINA
 STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.

TIENTSIN DIRECT	"CHIPSING"	Thursday, 6th Aug. at Noon.
STRAITS & CALCUTTA	"KUMSANG"	Thursday, 13th Aug. at 3 p.m.
YOKOHAMA via KOBE	"KUTSANG"	Friday, 14th Aug. at 7 a.m.
YOKOHAMA via KOBE	"HOSANG"	Wednesday, 26th Aug. at Noon.
STRAITS & CALCUTTA	"NAMSANG"	Wednesday, 26th Aug. at 2 p.m.

REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS—

CALCUTTA—HONGKONG—JAPAN LINE	EVERY TEN DAYS
SHANGHAI—HONGKONG LINE	EVERY THREE DAYS
HONGKONG—MANILA—LANS	EVERY SATURDAY From Suez Port
HONGKONG—HAIKONG LINE	EVERY SUNDAY From Hong Kong
HONGKONG—BORNEO LINE	EVERY FORTNIGHT
HONGKONG—TIENTSIN LINE	EVERY FORTNIGHT
HONGKONG—BANGKOK LINE	EVERY WEEK

For Freight or Passage, apply to—

JARDINE, MATHESON & CO. LTD.

GENERAL MANAGERS

Telephone Central No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

UK—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

HOMEWARDS.

Vessel.	Date Hongkong.	Vessel.	Leaves Hongkong.	Discharges
"PEMBROKEBERRY"				
Cargo discharged Singapore.				
"GLENIFFER"	4th Aug.			
"GLENNOGLE"	4th Aug.			
"GLENAMORY"	23rd Aug.			
"GLENKERRY"	2nd Sept.			

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO. LTD.

THE GLEN LINE, LTD., AGENTS

Telephone: Central No. 215 sub-ex. 23, and Central 2396.

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AMERICAN FAR EAST LINE

OPERATED FOR

UNITED STATES SHIPPING BOARD

By STRUTHERS & BARRY, Managing Operators.

REGULAR FAST FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES
 FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "WEST IVAN"	23 days to San Francisco.	23 days to Los Angeles.
U.S.S. "WEST FARALON"	Leave Hongkong 6th Aug.	Leave Hongkong 7th Aug.
U.S.S. "WEST JESTER"	Leave Hongkong 17th August.	Leave Hongkong 18th August.

TO MANILA, CEBU AND ZAMBOANGA.

U.S.S. "WEST JESTER"	Leave Hongkong 30th August.	Leave Hongkong 31st August.
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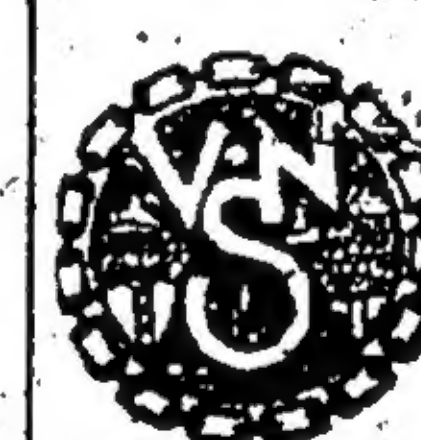
TO SINGAPORE, ZAMBOANGA AND CEBU.

U.S.S. "WEST SEQUANA"	Leave Hongkong 17th August.	Leave Hongkong 6th August.
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For Full Information, Apply to—

STRUTHERS AND BARRY.

L. EVERETT, Inc. General Agent.
 1st Floor, Queen's Building.
 J. O'NEILL SHEPPARD, Secy. and Asst. Agent.
 Japan, China, Philippines Islands, Indo-China, Straits Settlement.
 Phone: Central 2309.



HOLLAND EAST ASIA LINE

of the United Netherlands
 Navigation Company.

Regular Four-weekly Service between

Japan, Vladivostok, China, Hongkong, Manila, Singapore

and

Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and

North Continental Ports

SAILINGS FOR EUROPE:

"OLDEKERK"	11th Aug. 1925
"GEMMA"	Beginning of Sept.
"ZOSMA"	Oct.

ARRIVALS FROM EUROPE:

"ZOSMA"	22nd Aug. 1925
"OOSTKERK"	29th Sept.

All Steamers have a Limited Accommodation for Passengers.

For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LYN,

Telephone Central No. 1574. Agents, York Building

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HAMBURG AMERIKA LINIE.

COMBINED FREIGHT AND PASSENGER SERVICE.

SAILINGS FOR SHANGHAI AND JAPAN.

S.S. FUERST RUELOW ... due from Europe ... or about 10th Aug.

NEXT SAILINGS FOR EUROPE,

MARSEILLES, ROTTERDAM, HAMBURG via MANILA, SINGAPORE, COLOMBO AND PORT SAID.

M.V. ERMLAND ... on or about 16th Aug.

For freight, passage and further particulars please apply to

Canton—CARLOWITZ & Co.

Macao—A. A. DE MELLO.

Swatow—ROSE BROS.

Anoy—C. MARRESE.

Foochow—SIEGHESS & KROHN.

JEBSEN & CO.,

12, Pedder Street.

Tel. C. 2225.

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THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)S.S. "MERTON HALL" ... via Suez Canal ... 18th August
S.S. "MALVERNIAN" ... via Suez Canal ... 19th SeptemberBOSTON NEW YORK & NEW ORLEANS
AMERICAN & ORIENTAL LINE

S.S. "ELMBANK" ... via Suez Canal ... 1st September

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)S.S. "CITY OF MADRID" ... 9th August
For HAVRE, LONDON, DUNKIRK & HAMBURG.

MODERATE PASSAGE RATES TO MARSEILLES AND LONDON.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINES.S. "SURAT" ... Middle August
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mosel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Lbo, Port Amalia, Mozambique, Chinde, Inhambane, Zanzibar, Kikindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.AUSTRAL-EAST INDIES LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)Sailings from Singapore on 5th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791.

BOSTON, NEW YORK & BALTIMORE
Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong

S.S. "MERTON HALL" ... via Suez Canal ... 18th August
S.S. "LAOMEDON" ... via Suez Canal ... 20th August
S.S. "PELUSUS" ... via Suez Canal ... 7th Sept.
S.S. "MALVERNIAN" ... via Suez Canal ... 19th Sept.Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE LTD., HONGKONG,
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.**PRINCE LINE FAR EAST SERVICE**

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and
NEW YORK

S.S. "SLAVIC PRINCE" ... 5th August, 1925

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.
(Incorporated in Great Britain)
King's Building.Telephone Central 3167
Telegrams Furness.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scurvy and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, glander or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIVE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.
For Nervous Breakdown and Chronic Weakness.**VETARZO REGULATORS.** Safe and Reliable.
English Price 3s. (either remedy). The **VETARZO REMEDIES CO.**, Gospel Oak, H.W.S. London, Eng. Unprincipled Dealers may try to sell you something else or cheap profits and do not accept it. Insist on having **VETARZO**. The genuine has words **VETARZO REMEDIES** on Government Stamp. Sold by Licensed Dispensaries.**P. & O. British India
Apcar and
Eastern & Australian
Lines**(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
STRAPPA, JAVA, BURMA, ORILON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SOUDAN"	6,696	8th Aug. Noon	Singapore, Penang, Colombo & B'way.
"KASHGAR"	9,006	8th Aug. Noon	Marseilles, Cass. Blanca, London, Antwerp & Hull.
"ALIPPORE"	5,373	14th Aug.	Singapore, Penang, Colombo & B'way.
"SICILIA"	6,813	18th Aug.	Singapore, Penang, Colombo & B'way.
"MACEDONIA"	11,089	22nd Aug.	Marseilles & London.
"KIDDERPORE"	5,334	28th Aug.	Marseilles, Cassa Blanca, L'don. & Antwerp.
"JEYPORE"	5,318	2nd Sept.	Singapore, Penang, Colombo & B'way.
"HARKUNDA"	18,227	5th Sept.	Marseilles & London.
"KHYBER"	9,114	19th Sept.	Port Sudan, Marseilles, London & Antwerp, Bay.
"KARMALA"	9,136	3rd Oct.	Marseilles, London & Antwerp.
"SOUDAN"	6,696	15th Oct.	Singapore, Penang, Colombo & B'way.
"MALWA"	10,941	17th Oct.	Marseilles & London.
"SICILIA"	6,813	19th Oct.	Singapore, Penang, Colombo & B'way.
"KHYBER"	9,136	31st Oct.	Marseilles, London & Antwerp.
"MANTUA"	10,802	14th Nov.	Marseilles & London.
"KALYAN"	9,144	25th Nov.	Marseilles, London & Antwerp.
"KASHGAR"	9,935	10th Dec.	Singapore, Penang, Colombo & B'way.
"MOORE"	10,911	18th Dec.	Marseilles & London.
"KASHGAR"	9,006	28th Dec.	Mars. London & Antwerp.

BRITISH INDIA-APCAR SAILINGS

"TAIRRA"	7,923	8th Aug. Noon	Singapore, Penang & Calcutta.
"TAKLIWA"	7,928	18th Aug.	do.
"TALMA"	10,000	3rd Sept.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	5th Aug. 10 A.M.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"TANDA"	6,358	2nd Sept.	do.
"ARAFURA"	6,000	7th Oct.	do.
"ST. ALBANS"	4,500	4th Nov.	do.
"TANDA"	6,358	2nd Dec.	do.

The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, Hankow, Canton, Amoy, Singapore, Java, Timor, Darwin, or other ports on route at independent calls.
Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.**SAILINGS TO SHANGHAI AND JAPAN**

"KHYBER"	9,144	8th Aug. Noon	Shanghai, Moji & Kobe.
"TANDA"	6,358	11th Aug.	Moji, Kobe & Yokohama.
"HARKUNDA"	18,227	21st Aug.	Shanghai.
"KARMALA"	9,136	4th Sept.	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	12th Sept.	Moji, Kobe & Yokohama.
"MALWA"	10,941	18th Sept.	Shanghai & Kobe.
"SOUDAN"	6,696	18th Sept.	Shanghai, Moji & Kobe.
"KHYBER"	9,136	2nd Oct.	do.
"SICILIA"	6,813	2nd Oct.	Shanghai & Kobe.
"ST. ALBANS"	4,500	10th Oct.	Moji, Kobe & Yokohama.
"MANTUA"	10,802	17th Oct.	Shanghai, Moji & Kobe.
"KALYAN"	9,144	1st Nov.	do.
"TANDA"	6,358	7th Nov.	Moji, Kobe & Yokohama.
"MOORE"	10,911	14th Nov.	Shanghai, Moji & Kobe.
"KASHGAR"	9,935	14th Nov.	Shanghai, Moji & Kobe.
"SOUDAN"	6,696	28th Nov.	do.
"MACEDONIA"	11,089	28th Nov.	Shanghai & Kobe.
"ARAFURA"	6,000	12th Dec.	Shanghai, Moji & Kobe.
"KHYBER"	9,114	28th Dec.	Shanghai Moji & Kobe.
"MALWA"	10,941	9th Jan.	Shanghai, Moji & Kobe.
"DELTA"	8,087	9th Jan.	Shanghai & Kobe.
"ST. ALBANS"	4,500	9th Jan.	Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must delay their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All cabins are fitted with Electric Fans free of charge.

Parcels weighing not more than 54 lb. x 1 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Cantonment Road Central, HONGKONG. Agents.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Balacon and Excellent cuisine.

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Fuchow (Parade Anchorage) and Return by the same Steamer by the "HAI-SING" "HAI-HONG" and "HAI-HING" at the Reduced Rate of \$50.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.**CHINA NAVIGATION CO., LIMITED.**HOIHOW & BANGKOK ... "KWANGTUNG" On 5th Aug. 11 a.m.
HANKOW ... "KANSU" ... On 6th Aug. D.L.
TIENHSIN ... "SHANSE" ... On 7th Aug. 4 p.m.
TIENHSIN ... "KASHING" ... On 13th Aug. 4 p.m.For Freight or Passage apply to—
Telephone Central 32.**BUTTERFIELD & SWIRE**
Agents.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, Ltd.

CONSIGNEES of CARGO from New Zealand and Australian Ports are informed that all general Cargo for Hongkong by S.S. "TAIYUAN" has been Discharged at YAPPA and Transhipped there at the Risk of the Owners of the Goods to S.S. "KENDAL CASTLE" arrived HONGKONG, 21st JULY, 1925.

BUTTERFIELD & SWIRE
Agents.

Hongkong 21st July 1925

AUSTRALIAN-ORIENTAL LINE, LTD.

DODWELL & CO., LTD.**NEW YORK BERTH.**

LOADING FOR MANILA BOSTON, NEW YORK.

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